

BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF CALIFORNIA

Investigation for the purpose of establishing a list for the fiscal years 2002-2003 and 2003-2004 of existing and proposed crossings at grade of city streets, county roads or state highways in need of separation, or projects effecting the elimination of grade crossings by removal or relocation of streets or railroad tracks, or existing separations in need of alterations or reconstruction in accordance with Section 2452 of the Streets and Highways Code.

FILED
PUBLIC UTILITIES COMMISSION
July 12, 2001
SAN FRANCISCO OFFICE
I.01-07-008

ORDER INSTITUTING INVESTIGATION**SUMMARY**

This Order Instituting Investigation (OII) is for the purpose of establishing the Grade Separation Priority List (Priority List) for the fiscal years 2002-2003 and 2003-2004. The OII requests project nominations, from interested parties, for grade separation of existing or proposed crossings at grade of city streets, county roads, or state highways in need of separation, or projects effecting the elimination of grade crossings by removal or relocation of streets or railroad tracks, or existing separations in need of alterations or reconstruction in accordance with Section 2452 of the Streets and Highways (S&H) Code. Completed nomination applications must be filed with the California Public Utilities Commission (Commission) by Friday, October 19, 2001. Nomination forms and instructions are contained in this OII.

BACKGROUND

By July 1 of each year, the Commission is required, pursuant to S&H Code Sections 2452, to establish and furnish to the California Transportation Commission (CTC) a priority list of existing and proposed crossings at grade in need of separation, including the elimination of existing or proposed grade crossings, the elimination of grade crossings by removal or relocation of streets or railroad tracks, and existing grade separations in need of alteration or reconstruction. The Priority List, based on criteria established by the Commission, includes projects on city streets, county roads, and state highways, which are not freeways as defined in S&H Code Section 257.

Funding for projects included on each annual priority list is provided by S&H Code Section 190, and the basis for allocation and state requirements is contained in S&H Code Sections 2450-2461. For a project that eliminates an existing crossing or alters or reconstructs an existing grade separation, an allocation of 80% of the estimated cost of the project is made, with the local agency and railroad each contributing 10%. For a project that plans a grade separation of a proposed new crossing (currently no existing crossing), an allocation of 50% of the estimated project costs is made, with the remaining 50% contributed by the local agency. Subsequent to the Commission's issuance of the Priority List, the California Department of Transportation (Caltrans) accepts applications for an allocation of funds on or before April 1, of each fiscal year. Requirements for filing an application with Caltrans are set forth in the California Administrative Code, Title 21, Chapter 2, Subchapter 13, Grade Separation Projects - Applications for Allocations or Supplemental Allocations. A copy of Subchapter 13 is attached as Appendix 1.

Decision (D.) 00-08-020 dated August 3, 2000, established the 43rd and 44th Priority List for fiscal years 2000-01 and 2001-02. This list will expire on June 30, 2002, necessitating the establishment of a new Priority List for fiscal years 2002-2003 and 2003-2004.

The Commission will consider projects nominated by cities, counties, the League of California Cities, the County Board of Supervisors, Caltrans, or by any railroad company operating within the state for inclusion on the Priority List for fiscal years 2002-2003 and 2003-2004.

New Formula

In accordance with S&H Code Section 2452, the Commission is responsible for establishing criteria to be used in determining the priority of projects nominated for separation or alteration. The formula used for the last ten years was adopted in D.90-06-058, dated June 20, 1990. The formula was subsequently modified in I.97-07-014 and adopted in D.98-06-072. By D.00-08-020, dated August 3, 2000, the Commission ordered the Rail Safety and Carriers Division (Staff) to conduct a workshop and provide a written report of the outcome. D.00-08-020, Ordering Paragraph 6 states:

“Prior to the institution of the next Grade Separation Program proceeding for the Year 2002-2003, the Staff will convene a workshop after a minimum of 60 days notice to discuss the proposals presented in this proceeding to revise the formulas by which the Commission ranks projects for the Priority List. Staff will serve notice of this workshop on all parties in this proceeding, all cities, counties, and railroads, the League of California Cities, the County Board of Supervisors

Association, the California Transportation Commission, the California Department of Transportation, all Light Rail Transit Agencies and all known interested parties. Staff will provide a written report on the outcome of the workshop in time to include this report in the order instituting the Grade Separation Program proceeding for Year 2002-2003."

On June 5, 2001, Staff provided the Commission and all interested parties a written report on the outcome of the workshop and the recommended revisions to the formulas. This OII will use the priority evaluation formulas recommended by Staff as contained in Appendix 2 - New Priority Index Formulas.

S&H Code Section 2460.7 authorizes a local agency to construct a project on the Priority List prior to the time that it reaches a high enough position for funding. The following conditions will be applied to prioritize grade separation projects on which construction has commenced:

1. The project must have been on the priority list for the fiscal year during which construction commenced.
2. The project must be renominated for the fiscal year during which funding consideration is desired.
3. The renomination must include the same data as included in the nomination for the fiscal year during which construction commenced but with the actual cost data.
4. Cost data included in the renomination shall be:
 - a. Final costs for completed projects.
 - b. Current anticipated final costs for projects still under construction.

5. All projects renominated under the provisions of Section 2460.7 shall also comply with the filing requirements set forth in this order.

On May 1, 2001, Staff mailed the notice appearing on Appendix 3 - OII Request Form Letter to railroads, light rail transit agencies, cities, counties and other interested parties. Only the parties that returned the written portion of the letter appearing on Appendix III will receive this OII. The OII was also noticed on the Commission's Daily Calendar.

Preliminary Scoping Information

The scope of this proceeding will include all issues raised in this order, but will not be limited to these issues. Any party may suggest related issues (i.e., issues involving the existing and proposed crossings at grade of city streets, county roads, or state highways) for the Commission consideration. The rules and procedures implementing many of the reforms contained in Senate Bill (SB) 960 are found in Article 2.5 of the Rules of Practice and Procedure (Rules), which are posted on the Commission's web-site www.cpuc.ca.gov. Pursuant to Rule 4(a), the rules in Article 2.5 shall apply to this proceeding.

The assigned Administrative Law Judge will convene a pre-hearing conference (PHC) to develop a service list for this proceeding and to further delineate issues related to scope and schedule for this proceeding.

This proceeding is categorized as quasi-legislative because it establishes a priority list affecting an entire regulated industry. This order, only as to the

category, is appealable under the procedures in Rule 6.4 of the Rules of Practice and Procedure.

In OII 99-07-001, the Commission established a new procedure for adopting a two-year Priority list, due to statutory time limitations that were enacted in Senate Bill (SB) 960.

In order for this proceeding to be completed timely, the Priority List established by this OII shall serve for both fiscal years in the investigation and the Commission authorizes Staff to revise the Priority List after the first year based upon input from Caltrans. This process complies with the statutory deadline of S&H Code Section 2452 that requires the Commission to certify an annual Priority List on or before July 1.

Any party interested in participating in this investigation who is unfamiliar with the Commission's procedures should contact the Commission's Public Advisor Office in Los Angeles at (213) 649-4782 or in San Francisco at (415) 703-2074.

IT IS ORDERED that:

1. An investigation on the Commission's own motion is instituted for the purpose of establishing a new Grade Separation Priority List (Priority List) for fiscal years 2002-2003 and 2003-2004 of existing or proposed railroad grade crossings of public streets, roads, or highways most urgently in need of separation, projects proposing the elimination of grade crossings by removal or relocation of streets or railroad tracks, and existing separation structures most

urgently in need of alteration or reconstruction as required by S&H Code Section 2452.

2. The Executive Director shall serve a copy of this order on the following:

Each party that returned the OII Request Form (Appendix 3)

Every railroad corporation operating in California

California Department of Transportation

California Transportation Commission

League of California Cities

County Board of Supervisors Association

Light Rail Transit Agencies

3. Public agencies or railroad corporations desiring to have a crossing separation project considered for inclusion in the Priority List for fiscal years 2002-2003 and 2003-2004, to be established under S&H Code Section 2452, shall file the **original** nomination with **three** copies to the:

California Public Utilities Commission

Attn: Rosa Muñoz

320 W.4th Street, Suite 500

Los Angeles, CA 90013

Applications may be mailed or delivered in person. All nominations are due to the California Public Utilities Commission in Los Angeles postmarked no later than Friday, October 19, 2001. Applications delivered in person are due no later than 4:00 p.m. on Friday, October 19, 2001.

Applications postmarked or delivered after the deadline will not be processed. Applications are not accepted via fax. Each party is also required to provide two copies of its nomination(s) to **CALTRANS**, one copy to the appropriate railroad(s), light rail transit agency (see addresses contained in Appendix 4), and any other affected party.

4. Each nomination shall include the following:
 - a. For existing or proposed crossings nominated for separation or elimination, a completed Nomination Form GSN-1 (Appendix 5).
 - b. For existing grade separation nominated for alteration or reconstruction, a completed Nomination Form GSN-2 (Appendix 6).
 - c. A legible location map of the project, on 8 1/2" x 11" sheet of paper showing the existing railroads and roadway system.
 - d. Two current 8"x10" photographs of the crossing(s), one from each direction of approach, shall be included with the original nomination. Other nomination copies may contain photocopies of the photographs.
 - e. Data submitted in the nomination must be based on **verifiable facts occurring on or before October 19, 2001**. Speculative data involving events anticipated to occur at some time in the future will not be considered. Applications for separations or elimination of existing at grade crossings with estimated data (vehicle counts, train counts, blocking delay, etc.), *other than the project costs*, will not be processed or included on the Priority List.

5. Nomination(s) shall not include multiple projects that are separate and distinct and clearly severable. The combining of severable projects precludes

the Commission from effectively determining which projects are most urgently in need of separation or alteration as required by S&H Code Section 2452.

Projects for the elimination of existing grade crossings shall not be combined with projects to eliminate proposed grade crossings, as a single nomination. All consolidation projects (that involve two or more existing at grade crossings) must satisfy these criteria will be considered.

6. All project proposals to eliminate existing grade crossings shall include, for each crossing; the crossing location, crossing geometrics, average daily vehicle and train volumes, blocking delay, speed limits and accident data (see sections B through G of GSN-1 Form in Appendix 5). Applications that have missing or incomplete data will not be used for the priority evaluation.

7. A nominating party may elect to exclude pre-construction costs (engineering, right-of-way, preparation of environmental impact reports, and utility relocation) if those costs are less than the local agency's share of the total costs (S&H Code Sections 2454). In order for pre-construction costs to be eligible for exclusion, the funds must have been expended on or before February 28, 2002. The nominating party may be required to submit evidence in support of the fact that the funds have been expended. To the extent that pre-construction costs are excluded from a project's cost for the purpose of a nomination, the costs are non-participating; that is, the railroad will not be required to contribute 10 percent of the excluded pre-construction costs filing date, such as crossing accidents occurring after the nomination filing date, up.

8. In addition to submitting the Grade Separation Nomination Form (GSN-1 or GSN-2), each party, or its representative, nominating a crossing for inclusion

in the Priority List is required to appear in person at the hearings to present evidence concerning the nomination. Supplemental data may be submitted at the hearings in support of a nomination. The data may include facts not known at time of nomination to the scheduled hearings. The staff must receive verification of all supplemental data no later than one week after the last scheduled day of hearing.

9. Appearance schedules will be mailed to the interested parties 10 days prior to the scheduled hearings. Appearances will be limited to **one witness** in support of each project or railroad.

10. Parties anticipating the need for an allocation greater than \$5,000,000 should be prepared to present evidence at the hearings to justify the additional award.

S&H Code Section 2454 (g) states:

"(g) Notwithstanding the provisions of Subdivision (a) to (f), inclusive, the total of such allocations for a single project shall not exceed five million dollars (\$5,000,000) without specific legislative authorization, except that the amount for a single project may be increased to either (1) an amount that includes the federal construction cost index increase each year since 1976, or (2) an amount which does not exceed one-third of the total funds appropriated for grade separation projects for the year of allocation, whichever amount is less, as determined each year by the Public Utilities Commission."

11. Failure to supply all of the requested information or to appear before the Commission will constitute grounds for exclusion of a project from the fiscal years 2002-2003 and 2003-2004 Priority List.

This order is effective today.

Dated July 12, 2001, at San Francisco, California.

LORETTA M. LYNCH
President
HENRY M. DUQUE
RICHARD A. BILAS
CARL W. WOOD
GEOFFREY F. BROWN
Commissioners

**Appendix 1 – California Administrative Code, Title 21, Chapter 2,
Subchapter 13, Grade Separation Projects**

APPENDIX 1

Page 1 of 6

GRADE SEPARATION PROGRAM

TITLE 21 Department of Transportation
(Register 82, No. 34--8-21-82)

SUBCHAPTER 13, GRADE SEPARATION PROJECTS -- APPLICATIONS
FOR ALLOCATIONS OR SUPPLEMENTAL ALLOCATION

Article 1. Applications

1552. Last Date to File.

April 1 of each fiscal year is the last day on which applications for allocation of grade separation funds in that fiscal year can be filed; provided, however, if April 1 is a Saturday, Sunday or State of California holiday, then the last date of filing shall be the next business day following April 1. Filing is accomplished by filing the application with the Department of Transportation in the manner hereafter stated.

1553. Place to File.

The complete application in triplicate must be received in the Office of the District Director of Transportation, State of California, in the transportation district in which the applicant is located, no later than 4:00pm on the last day for filing.

1554. Contents of Application.

The complete application must include a written request for an allocation in a specified monetary amount along with copies of each of the following attached to it:

(a) All necessary orders of the Public Utilities Commission of the State of California. Necessary orders of the Public Utilities Commission include:

(1) An order authorizing construction of the project;

APPENDIX 1

Page 2 of 6

- (2) A statement of the applicant's position on the annual priority list established by the Public Utilities Commission pursuant to Streets & Highways Code Section 2452.
 - (3) In case the applicant and affected railroad or railroads cannot agree as to the apportionment of the cost of the project between them, an order apportioning such cost pursuant to Public Utilities Commission Code Section 1202.5, but in no case shall an allocation be made unless the railroad or railroads contribute no less than the amount required by Section 2454 of the Streets & Highways Code, except as may be otherwise provided by law.
- (b) All necessary agreements with the affected railroad or railroads fully executed by railroad or railroads and applicant. The necessary agreements with the railroad include:
- (1) Permission to enter upon railway right-of-way for construction, or in lieu thereof, an order of the Public Utilities Commission or of a court of competent jurisdiction authorizing such entry for construction purposes;
 - (2) A description of the project on a plan setting forth the area and items of the project and the particular area and items of the project to which the railroad or railroads agree to contribute.
 - (3) The percentage of railroad's or railroads' contribution to the cost of the area and items to which railroad or railroads agree to contribute;
 - (4) Identification or estimated cost of the area and items to which railroad or railroads do not contribute;
 - (5) Agreement that railroad or railroads shall contribute a minimum of 10 percent of the project without a maximum dollar limitation on the railroad's contribution, except that the contribution may be less than 10 percent of the cost of the project where expressly so provided by law.

APPENDIX 1

Page 3 of 6

- (6) When two or more railroads are affected by a project, their combined contribution must be a minimum of 10 percent of the cost of the project without a maximum dollar limitation on the combined contribution, except that such combined contribution may be less than 10 percent of the cost of the project when expressly so provided by law.
- (c) A certified resolution by the applicant's governing body authorizing the filing of application.
- (d) Certified resolution by applicant's governing body stating that all matters prerequisite to the awarding of the construction contract can be accomplished within one year after allocation of funds for the project by the California Transportation Commission.
- (e) A certified resolution by applicant's governing body stating that sufficient local funds will be made available as the work of the project progresses.
- (f) Copies of all necessary Environmental Impact Reports or Negative Declarations, with a certified Notice of Determination and approval or acceptance of these documents by the Lead Agency. In cases where an Environmental Impact Statement or Negative Declaration has been prepared for the project pursuant to the requirements of the National Environmental Policy Act of 1969 and implementing regulations thereto, such documents may be submitted in lieu of an approved Environmental Impact Report or Negative Declaration and Notice of Determination, provided the Environmental Impact Statement or Negative Declaration fully develops the factors required in Title 14, Section 15143, of the State Administrative Code including Title 20, Section 17.1(d)(2), of the State Administrative Code and such Environmental Impact Statement or Negative Declaration has received Federal approval.
- (g) General plan of the project, including profiles and typical sections.

APPENDIX 1

Page 4 or 6

- (h) Project cost estimate, which is to be broken down to construction, preliminary and construction engineering, work by railroad forces, right of way costs, and utility relocation.

1555. Project Limitation

Participation of the grade separation fund is limited only to that portion of the project which, in the determination of the California Transportation Commission, is necessary to make the grade separation operable and to effect the separation of grades between the highway and the railroad track or tracks, or necessary to effect the relocation of track or highway. Off-track maintenance roads shall be nonparticipating unless the existing access for maintenance purposes is severely impaired by the project. Participating items include, but are not limited to, approaches, ramps, connections, drainage, erosion control of slopes, such as ivy, iceplant, and rye grass, and preconstruction costs, such as right of way acquisition, preparation of environmental impact reports and utility relocation, necessary to make the grade separation operable. In any dispute as to scope of the project or qualification of an item, the decision of the California Transportation Commission shall be conclusive.

1556. Allocation Limitation

Initial allocation of grade separation funds by the California Transportation Commission shall be limited to that based upon applicant's estimate of cost of project specified by applicant and utilized by the Public Utilities Commission of the State of California in establishment of applicant's priority pursuant to Streets and Highways Code Section 2452 of the State of California, and in no case shall the original and supplemental allocation for a single project exceed a total of five million dollars (\$5,000,000) without specific legislative authorization in effect for the project at the final date and time for filing an application. A planned project must be a complete and operable project, and effect the separation of grades, relocation of the highways or railroad, in order to qualify for an allocation.

APPENDIX 1

Page 5 of 6

Article 2. Supplemental Allocation

1557. Last Date to File.

The last date on which an application for a supplemental allocation can be filed for the subsequent fiscal year is May 1 of the current calendar year. If May 1 is a Saturday, Sunday, or a State of California holiday, then the last date of filing shall be the next business day following May 1. The applicant must file a formal application with the project final report.

1558. Place to File.

The complete application in triplicate must be received in the Office of the District Director of Transportation, State of California, in the transportation district in which the applicant is located, no later than 4:00 p.m. on the last day of filing.

1559. Contents of Application

The application must include a written request for a supplemental allocation in a specified amount along with copies of each of the following attached thereto.

(a) A certified resolution by the applicant's governing body certifying that:

- (1) Applicant has authority to make request for supplemental allocation;
- (2) The project has been completed and has been accepted by the governing body;
- (3) The actual and final cost of the project has been determined and set forth in the supplemental application;
- (4) All costs set forth in the request for supplemental allocation were necessary to make the grade separation operable and effect the separation of grades or the relocation of track or highway.

APPENDIX 1

Page 6 of 6

- (5) That railroad or railroads have contributed 10 percent of the cost of the project unless a lesser contribution is expressly provided by law.
- (b) Evidence that funds would have been allocated for the project had the actual cost been used by the Public Utilities Commission of the State of California in determining the project's ranking on the priority list.
- (c) A final accounting of the cost of the project with a statement explaining the detail why the original allocation was not sufficient.

Appendix 2 – New Priority Index Formulas

APPENDIX 2

Page 1 of 6

Formula For Crossing Nominated For Separation Or Elimination

$$P = \frac{V * (T + 0.1 * LRT) * (AH + 1)}{C} + SCF$$

- Where:
- P** - Priority Index Number
 - V** - Average 24-Hour Vehicular Volume (1 point per vehicle)
 - C** - Cost Allocated by Grade Separation Fund (1 point per thousand dollars)
 - T** - Average 24-Hour Train Volume (1 point per train)
 - LRT** - Average 24-Hour Light Rail Train Volume (1 point per train)
 - AH** - Accident History (up to 3 points per accident)
 - SCF** - Special Conditions Factor = BD+VS+RS+CG+PT+OF (up to 58 pts)
 - BD** - Crossing Blocking Delay (up to 5 points)
 - VS** - Vehicular Speed Limit (up to 5 points)
 - RS** - Railroad Prevailing Maximum Speed (up to 7 pts)
 - CG** - Crossing Geometrics (up to 17 points)
 - PT** - Passenger Trains (up to 10 points)
 - OF** - Other Factors: passenger buses, school buses, trains carrying hazardous materials trains and trucks, and community impact (up to 14 points)

C = Cost Allocated by Grade Separation Fund

The cost C is adjusted to be the maximum state allocation or the partial amount needed to fund the project by each nominating party (S&H Code § 2454). Up to five million dollars per project will be allocated (S&H Code § 2454(g)), unless the applicant is seeking multiple-year funding as prescribed in S&H Code § 2454(h).

AH = Accident History (last 10 years from application filing due date)

Points are awarded as follows for accidents involving trains at crossings with the Crossing Protection Factor (CPF) based on the crossing's warning devices:

APPENDIX 2

Page 2 of 6

Points = (1 + 2 x No. Killed + No. Injured) x CPF

STANDARD	9	8	3	1
CPF	1.0	0.4	0.2	0.1

Note 1: No more than three points shall be allowed for each accident prior to modification by the protection factor.

Note 2: Each accident is rated separately and modified by a factor based on the warning devices in existence at time of the accident.

SCF = Special Conditions Factor = BD+VS+RS+CG+PT+OF

BD = Blocking Delay Per Train (The time in which vehicular traffic is delayed to allow a train to pass at a crossing.) The blocking delay, for a typical day, is the elapse time in minutes when trains pass the crossing. The delay is measured from the point that the warning devices are activated at the crossing and the time after the train has cleared the crossing and the warning devices are reset. The BD points are the total delay time, valued in a range from 0 to 5 points.

VS = Vehicular Speed Limit - Posted Speed Limit

SPEED-MPH	0-30	31-35	36-40	41-45	46-50	51+
POINTS	0	1	2	3	4	5

RS = Railroad Maximum Speed

SPEED-MPH	0-25	26-35	36-45	46-55	56-65	66-75	76-85	86+
POINTS	0	1	2	3	4	5	6	7

CG = Crossing Geometrics - 0 - 17 points are awarded to each crossing based on the relative severity of physical conditions, i.e. grade, alignment, site distance, track skew angle, traffic signals, entrances and exits, etc.

APPENDIX 2

Page 3 of 6

PT = Passenger Trains – Additional points are given to projects that have passenger trains, including light rail transit, travelling through the crossing based on the following:

NO. OF TRAINS	1-2	3-5	6-10	11-20	21-30	31-40	41-50	51-60	61-70	70 +
POINTS	1	2	3	4	5	6	7	8	9	10

OF = Other Factors- Other Factors are valued in a range from 0 to 14 points based on:

CATEGORY	POINTS
PASSENGER BUSES	0-3
HAZ-MAT TRAINS & TRUCKS*	0-3
COMMUNITY IMPACT	0-5
SCHOOL BUSES	0-3

*Hazardous Material Trains & Trucks must display the placard with a clearly visible diamond-shaped sign to be counted for this category.

Formula For Existing Separations Nominated For Alteration Or Reconstruction

$$P = \frac{V * (T + 0.1 * LRT)}{C} + SF$$

Where:

- P** - Priority Index Number
- V** - Average 24-Hour Vehicular Volume (1 point per vehicle)
- T** - Average 24-Hour Train Volume (1 point per train)
- LRT** - Average 24-Hour Light Rail Train Volume (1 point per train)
- C** - Cost Allocated by Grade Separation Fund (1 point per thousand dollars)
- SF** - Separation Factor = WC + HC + SR + AS + POF + AP + DE
 - WC** - Width Clearance (up to 10 points)
 - HC** - Height Clearance (up to 10 points)

APPENDIX 2

Page 4 of 6

- SR** - Speed Reduction (up to 5 points)
AS - Accidents at or near structure (0.1 pt per accident)
POF - Probability of Failure (up to 10 points)
AP - Accident Potential (up to 10 points)
DE - Delay Effects (up to 10 points)

C = Cost Allocated by Grade Separation Fund

The cost C is adjusted to be the maximum state allocation or the partial amount needed to fund the project by each nominating party (S&H Code § 2454). Up to five million dollars per project will be allocated (S&H Code § 2454(g)), unless the applicant is seeking multiple-year funding as prescribed in S&H Code § 2454(h).

SF = Separation Factor = $WC + HC + SR + AS + PF + AP + DE$

WC = Width Clearance is determined by bridge width (in feet) and the number of traffic lanes in existence (N):

If the Width is:	POINTS
16' + 12(N)	0
12' but less than 16' + 12(N)	2
8' but less than 12' + 12(N)	4
Less than 8' + 12(N)	6
11(N)	8
Less than 11(N)	10

HC = Separation Height Clearance is determined by the height clearance from center of traffic lane and bridge (Underpass) or from top of rail and bridge (Overpass).

Underpass

Height (feet)	Points
15' and above	0
14' but less than 15'	4
13' but less than 14'	8
Less than 13'	10

APPENDIX 2

Page 5 of 6

Overpass

Height (feet)	Points
22.5' and above	0
20' but less than 22.5'	4
18' but less than 20'	8
Less than 18'	10

SR = Speed Reduction or Slow Order

	Points
None	0
Moderate	2
Severe	5

AS = Accidents at or Near Structure during the last 10 years from the application due date. The AS points are determined by dividing the total number of occurrences by 10 and rounded off to the nearest tenth of a point (86 occurrences = $86/10 = 8.6$ points).

PF = Probability of Failure has a 10 point maximum taking structure age into account.

	Points
Minimal/None	0
Slight	2-3
Moderate	4-6
Extreme	7-10

AP = Accident Potential – A maximum of 10 points is given for the geometrics at the separation like: road curvature, signage, and illumination.

	Points
None	0
Slight	2-3
Moderate	4-6
Extreme	7-10

APPENDIX 2

Page 6 of 6

DE = Delay Effects – A maximum of 10 points is given to conditions that cause traffic delays at the separation like road bottlenecks, slow vehicle usage (trucks, agriculture equipment, lack of left or right turn lanes or other traffic congestion.

	Points
None	0
Slight	2-3
Moderate	4-6
Extreme	7-10

Appendix 3 – OII Request Form Letter

APPENDIX 3

STATE OF CALIFORNIA

GRAY DAVIS, Governor

PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500

LOS ANGELES, CA 90013

(213) 576-7078 FAX 576-7072



May 1, 2001

To: All Interested Parties

Re: Establishment of the Grade Separation Priority List for fiscal years 2002-03 and 2003-04 under Section 2450 et seq. of the California Streets and Highways Code.

The Public Utilities Commission (Commission) will issue an in Order Instituting Investigation (OII.) for establishing the highway-rail Grade Separation Priority List (Priority List) for fiscal years 2002-03 and 2003-04. The California Transportation Commission and the California Department of Transportation use the Priority List to allocate \$15 million (\$5 million maximum per project) each fiscal year to assist local governments in financing grade separation and crossing elimination projects.

If you wish to nominate a grade separation project for inclusion on the Priority List, you must file an application and participate in the Commission's OII. Please complete and return the bottom form to Rosa Muñoz by May 31, 2001. The OII includes an explanation of the program listing the criteria and formula used to rank all nominations, application and requirements for filing

For additional clarifications or comments, please contact me at rxm@cpuc.ca.gov, (213) 576-7078.

Sincerely,

Rosa Muñoz
Rail Crossings Projects Section
Rail Safety & Carriers Division
(213) 576-7078

-----✂-----✂-----
Please send me an Order Instituting an Investigation to establish the Grade Separation Priority List for fiscal years 2002-03 and 2003-04.

Agency Name:	
Contact Person:	Title:
Telephone Number: ()	
Mailing Address:	
E-mail Address:	

Mail to: California Public Utilities Commission
Attn: Rosa Muñoz
320 West 4th Street, Suite 500
Los Angeles, Ca 90013

Or Fax to: (213) 576-7072

Or E-mail to: rxm@cpuc.ca.gov

Due Date: May 31, 2001

Appendix 4 – Railroad & Light Rail Transit Agency Mailing List

Phil Copple, Supt
Alameda Belt Line/Oakland Terminal
Railway
2001 Engineers Road
Oakland, CA 94607

James Quinn, VP
Almanor Railroad Company
P. O. Box 796
Chester, CA 96020

Lane Atkinson, Gen Mgr
Amador Foothills Railroad Company
P. O. Box 115
Martell, CA 95654

William A. Frederick, Pres
Arizona & California Railroad Company
P. O. Box 3340
Parker, AZ 85344-3340

Delbert M. Miller, Reg Mgr
BNSF
3770 - East 26th
Los Angeles, CA 90023

Stan Reidenback, Pub Proj Engr
BNSF
740 East Carnegie Drive
San Bernardino, CA 92408

R. Curtis Ballantyne, Atty
BNSF
1 California Plaza, 37th Fl.
300 S. Grand Avenue
Los Angeles, CA 90071-3147

Thomas Margro, Gen Mgr
Bay Area Rapid Transit District
P. O. Box 12688
Oakland, CA 94604

Michael Flanigan, Dept Mgr System Safety
Bay Area Rapid Transit District
P. O. Box 12688
Oakland, CA 94604

LeRoy G. Hall, Dir-Network Sup
Burlington Northern Railroad
999 Third Avenue, Suite 2000
Seattle, WA 98104

Terry Stefani, RR Oprn Mgr
California State Railroad Museum
111 "I" Street
Sacramento, CA 95814

Doug Purdy, Supt
California Northern Railroad
129 Klamath Court
American Canyon, CA 94589

Thomas Schlossen, CEO
California Northern Railroad
129 Klamath Court
American Canyon, CA 94589

Gerald Allen, Gen Mgr
California Western Railway Company
P. O. Box 907
Fort Bragg, CA 95437

Cindy Garrison
Central California Traction Company
2201 W. Washington St., #12
Stockton, CA 95203

David Lafferty, Gen Mgr
Great Western Railway Company of
Colorado
P. O. Box 537
Loveland, CO 80539

Ray Igo, Gen Mgr
Harbor Belt Line Railroad
340 Water Street
Wilmington, CA 90744

Julian Burke, Chief Executive Officer
Los Angeles County Metro Transp
Authority
818 West 7th Street, Suite 500
Los Angeles, CA 90017

R. W. Edwards, V P & G M
Los Angeles Junction Railway Company
4433 Exchange Avenue
Los Angeles, CA 90058

Jeff E. Forbis, Pres & CEO
McCloud Railway Company
P. O. Box 1500
McCloud, CA 96057

Kennan H. Beard, Jr., VP - Opr
Modesto & Empire Traction Company
P. O. Box 3106
Modesto, CA 95353

Gary Rouse, Pres
Napa Valley Wine Train, Inc.
1275 McKinstry Street
Napa, CA 94559

Dexter Day, Gen Mgr
The Niles Canyon Railway
P. O. Box 2247
Fremont, CA 94536

David Hebert, Gen Mgr
North Coast Railroad Authority
4 West Second Street
Eureka, CA 95501

Jerry Neber, Ch Engr
San Diego Northern Railway
1 Coaster Way / Stewart Maintenance
Facility
Oceanside, CA 92055

Thoams N. Jacobson, Pres
Orange Empire Railway Museum
P. O. Box 548
Perris, CA 92370

James Powell, Term Mgr
Parr Terminal Railroad
402 Wright Avenue
Richmond, CA 94804

Gerald T. Haugh, Exec Dir
Peninsula Corridor Joint Powers Board
P. O. Box 3006
San Carlos, CA 94070

Jerome Kirzner, Dir - Rail Svc
Peninsula Corridor Joint Powers Board
1250 San Carlos Avenue
San Carlos, CA 94070

Michael Beritzhoff, Mgr-IM Sv
Port of Oakland Railway
P. O. Box 2064
Oakland, CA 94604

Fred Krebs, Gen Mgr
Port Railroads, Inc
P. O. Box 937
Exeter, CA 93221

Mary Olson
American Systems Technologies (Port
Rlwy)
421 South Nine Mound Road
Verona, WI 53593

Norman W. Holmes, Pres & Gen Mgr
Portola Railroad Museum
P. O/. Box 608
Portola, CA 96122

Pat Dempsey, Pres
Poway-Midland Railroad
P. O. Box 1244
Poway, CA 92074

Carl Wilson, Supt
Quincy Railroad Company
P. O. Box 420
Quincy, CA 95971

Robert Schutte, Owner
Western Rail Switching
P.O. Box 2494
Richmond, CA 94801

Pilka Robinson, Gen Mgr
Sacramento Regional Transit District
P.O. Box 2110
Sacramento, CA 95812

Thomas Scheeler, Asst Dir of Engr
Sacramento-Yolo Port District Belt
Railroad
P. O. Box 980070
West Sacramento, CA 95798

Kay B. Carter, Dir
San Diego & Arizona (San Diego Rlwy
Museum)
1050 Kettner Boulevard
San Diego, CA 92101

Pete, Jeffereson, Oper Mgr
San Diego & Imperial Valley Railroad Co
1501 National Ave
San Diego, CA 92113

Thomas F. Larwin, Gen Mgr
San Diego Metro Transit Developmt Board
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Langley C. Powell, Gen Mgr
San Diego Trolley
1255 Imperial Avenue, Suite 1000
San Diego, CA 92101

Charlie Mitchell, Ch Wharfinger
San Francisco Belt Railroad
Ferry Building
San Francisco, CA 94111

Rex K. Bergholm, Gen Mgr
San Joaquin Valley Railroad
221 North "F" Street
Exeter, CA 93221

Peter Cipola, General Mgr
Santa Clara County Transportation Agency
3331 N. First Street
San Jose, CA 95134

R. D. Ranger, VP - Rail Transp
Santa Cruz, Big Trees & Pacific Railway
Co
P. O. Box G-1
Felton, CA 95018

Sue Sword, Vp & GM
Santa Maria Valley Railroad Company
P. O. Box 340
Santa Maria, CA 93456

Jerry Gregg, Exec VP
Sierra Railroad Company
220 S. Sierra Ave
Oakdale, CA 95361

Larry Ingold, Pres
Sierra Railway of California
P. O. Box 1250
Jamestown, CA 95327

Richard M. Stanger, Exec Dir
Southern California Regional Rail
Authority
818 West 7th Street, 7th Flr
Los Angeles, CA 90017

Southern Calif. Regional Rail Authority
Ron Mathews
700 S. Flower Street, 26th Floor
Los Angeles, CA 90017-4101

Mark C. Demetree, Pres
Trona Railway Comapny
13068 Main Street
Trona, CA 93562

Michael J. Van Wagen, VP
Tulare Valley Railroad Company
P. O. Box 26421
Salt Lake City, UT 84126

Carol A. Harris, Gen Atty
Union Pacific Railroad Company
39 Stevenson St., 15th Floor
San Francisco, CA 94105

Jeff S. Asay, Counsel
Union Pacific Railroad Company
19100 Slover Avenue
Bloomington, CA 92316

Richard C. Gonzales, Sr Pub Proj Engr
Union Pacific Railroad Comapny
19100 Slover Avenue
Bloomington, CA 92316

Cliff Shoemaker, Dir - Ind & Pub Proj
Union Pacific Railroad Company
1416 Dodge Street, Room 1000
Omaha, NE 68179

Burt Lyndell, General Manager
Ventura County Railway Comapny
P. O. Box 849
Port Hueneme, CA 93044

John L. Holt, Gen Mgr
Western Railway Museum
5848 State Highway 12
Suisun City, CA 94585

David McGaw, Pres
Yolo Shortline Railroad
341 Industrial Way
Woodland, CA 95776-6012

Roger Stabler, VP - Oprn & Mtn
Yolo Shortline Railroad
3344 Braeburn Street
Sacramento, CA 95821

Max Stauffer, Pres & Gen Mgr
Yosemite Mountain-Sugar Pine Railroad
56001 Highway 41
Fish Camp, CA 93623

Lynn T. Cecil, Pres
Yreka Western Railroad Company
P. O. Box 660
Yreka, CA 96097

John Holt, Gen Mgr
Bay Area Electric Railroad Association
5848 State Highway 12
Suisun City, CA 94585

Metropolitan Transportation Authority
Vijay Khawani
One Gateway Plaza
Los Angeles, CA 90012-2952

Michael Burns, Dir Public Transp.
San Francisco MUNI
401 Van Ness Ave.
San Francisco, CA 94102

Brian Cunningham, Gen Superintendent
San Francisco MUNI
401 Van Ness Ave.
San Francisco, CA 94102

Appendix 5 –Application For GSN-1

**BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF
CALIFORNIA**

Investigation for the purpose of establishing)
 a list for the fiscal years 2002-2003 and)
 2003-2004 of existing and proposed crossings)
 at grade of city streets, county roads, or state)
 highways most urgently in need of separation,)
 or projects effecting the elimination of grade)
 crossings by removal or relocation of streets)
 or railroad tracks, or existing separations in)
 need of alteration or reconstruction as)
 contemplated by Section 2452 of the Streets)
and Highways Code.)

I.01-07-008
(Filed July 12, 2001)

**Nomination for Separation or Elimination
Of
Existing or Proposed Railroad-Grade Crossing**

Nomination by _____

Railroad	
Crossing Road/Highway Location	
PUC ID NO.	

This packet contains the GSN-1 Form and instructions. – Please carefully read the instructions before completing the form.

A. Nominating Party

Name	
Address	
City/Zip	
Contact	
Title	
Telephone	()
e-mail address	
Alternate Contact	
Alternate Telephone	

B. Crossing Location and Project Type

FEDERAL ID NO.	
PUC ID NO.	
Street	
Nearest Cross Street	
City	
County	
Railroad	
Project Type	Underpass [] Overpass [] Elimination []
Is project part of a consolidation?	Yes [] No []

C. Average Daily Vehicle and Train Volumes

Autos		Freight Trains	
School Buses		Passenger Trains	
Passenger Buses		Light Rail Trains	
Hazmat Trucks		TOTAL TRAIN COUNT	
Other Vehicles (tractors, etc.)		Date of Count (s)	
TOTAL VEHICLE COUNT			
Date of Count(s)			

D. Costs and Contributions

Please fill in the following worksheet to determine the total project costs.

Right-of Way allowance.....	\$ _____
Preliminary Engineering.....	\$ _____
Construction Engineering.....	\$ _____
Total Engineering	\$ _____
Bridge Construction.....	\$ _____
Railroad Work.....	\$ _____
Highway Approaches & Connections	\$ _____
Utility Relocation	\$ _____
Contingencies.....	\$ _____
Removing Existing Crossing.....	\$ _____
Total Construction Costs.....	\$ _____
TOTAL PROJECT COSTS	\$ _____

AMOUNT SOUGHT FROM STATE FUND: \$ _____

Contributions:

City	\$ _____
County	\$ _____
Railroad	\$ _____
Other (specify)	\$ _____

E. Accident Data

Total No. of Trains vs. Vehicle Accidents *			
Source	Date	Killed	Injured

* Attach a list of all accidents from October 1, 1991 to October 1, 2001. For each accident specify the accident date, the number of fatalities and the number of injuries.

F. Blocking Delay and Speed Limits

Total Blocking Delay	_____ min.
Number of Observed Delays	_____

Information Provided by:	Railroad [] Observation []
Date Delays Verified	
Posted Vehicle Speed Limit	mph
Train Speed Limit at Crossing	mph

G. Crossing Geometrics

Track Skewed Angle = _____°	Is there a parallel road to the track? Yes [] No []
Number of Tracks = _____	Are there traffic signals within 50'? Yes [] No []
Elevated Surface Profile Direction: _____	Is there an entrance/exit within 150'? Yes [] No []
Height: _____ in. Direction: _____	Is there a raised median? Yes [] No []
Height: _____ in.	Is there curvature on the road or track? Yes [] No []

H. Other Information / Attachments

Did you enclose a 8 1/2" x 11" location map?	Yes [] No []
Did you enclose two 8"x10" pictures of crossing?	Yes [] No []
Did you attach a brief Community Impact evaluation?	Yes [] No []

I. Declaration

I, _____, declare under penalty of perjury that the information on this form is true and correct to the best of my knowledge. The information has been verified by me or under my supervision and is the most current information available.

Signature: _____ Title: _____ Date: _____

Introduction: By July 1 of each year, the California Public Utilities Commission (Commission) is required to establish and furnish to the California Transportation Commission a priority list of railroad grade separation projects most urgently in need of separation or elimination. Nominations

of grade separation/elimination projects must be submitted on the GSN-1 Form by October 19, 2001, in the Commission's OII. **All nominations** are reviewed and taken into consideration for the development of the Commission's Priority List. Incomplete and late-filed applications will not be processed or included in the Priority List. Please follow the instructions below to complete the application. Should you need assistance with this form please contact Rosa Muñoz at (213) 576-7078.

INSTRUCTIONS:

A. INFORMATION ABOUT THE NOMINATING PARTY:

In the spaces provided, enter name, address, e-mail address and contact person along with contact's title and phone number. If you have hired a consultant to process the nomination, please provide the consultant's company name and phone number in the "Alternate Contact" section.

B. CROSSING LOCATION AND PROJECT TYPE:

Provide the Federal and PUC crossing identification numbers for the proposed project along with the street location, nearest cross street, city and county of crossing and the name of the railroad company operating the tracks. If the project involves the construction of a new grade separation at a site where there is no existing at grade crossing, then enter "NEW" for the PUC Crossing Number. Also specify the type of project the grade separation proposal involves with respect to train traffic. i.e. If a bridge is to be built where the roadway goes over the tracks, the project is an "OVERPASS". If a bridge is to be built where roadway goes underneath the tracks, then the project is an "UNDERPASS".

NOTE: If your project involves more than one crossing, fill a separate GSN-1 form for each crossing and answer "Yes" to the Consolidation question under Project Type.

C. AVERAGE DAILY VOLUME:

For all categories specified in this section, provide the vehicle and train count of a typical day. In the "AUTOS" category, specify the total number of vehicles flowing through the crossing that are

not specified in the other categories. For example: all automobiles, pick-up trucks, vans, limos, 4WD Vehicles, etc should be counted in the “AUTOS” category. Count school buses, passenger buses, and haz-mat trucks separately.

For the train counts specify the total number of trains that use the crossing into three categories: Freight Trains (UP, BNSF, Short Lines, etc.), Passenger Trains (Amtrak, Metrolink, etc.), and Light Rail Trains (San Diego Trolley, MTA Blue Line, etc.).

At the bottom of these categories include the date when the count(s) was (were) taken. This date should be within the last year of filing the application. If a later dated vehicle count is used, then specify in the affidavit that the vehicle count is an accurate representation of current traffic flow.

D. COSTS AND CONTRIBUTIONS:

Complete the work sheet to determine the total project costs. Also enter the amount of the costs that are expected from the sources specified on GSN-1 form. Indicate the amount sought from the state fund either the partial amount needed to fund the project, the maximum state allocation of five million dollars per project, or the amount if applicant is seeking multiple-year funding.

E. ACCIDENT DATA

Provide the total number of train vs. vehicle accidents that have occurred at the crossing(s) proposed for the grade separation project from October 1, 1991 to October 1, 2001 (10-year period). Attach a list of all accidents to the original GSN-1 Form. For each accident, specify the location (if more than one crossing is involved with the project), accident date, the number of fatalities, the number of injuries, and the data source.

F. BLOCKING DELAY AND SPEED LIMITS

The blocking delay is the time, in minutes, from when the crossing signals are active until the train clears the crossing and the signals return to their upright position. In this section, specify the requested blocking delay information for a typical day. For example: Three trains use the crossing

on a daily basis. The blocking delay is 5 min. for the first train, 3.5 min. for the second, and 7.75 min. for the third train. The total blocking delay is the sum of each delay for a total of 16.25 min.

VEHICULAR & TRAIN SPEED LIMIT: Specify the posted vehicular speed limit in direction of traffic flow that passes through crossing. If no signs are posted then assume 35 mph as the vehicular speed limit. Also specify the train speed limit at the crossing location.

G. CROSSING GEOMETRICS:

Provide the information requested about the physical attributes of existing crossing using the following guidelines:

TRACK SKEWED ANGLE: The skewed angle is the angle measurement, in degrees, from the tracks to the perpendicular of the roadway. Measure the angle using the vertex at the intersection between the curb or edge of roadway and the railroad track. Use the curb or edge of the roadway as an axis and measure the angle to the rail edge nearest to the curb. The track skewed angle is the absolute value of 90° less the measured angle (i.e. $|90^\circ - \text{measured angle}|$).

NUMBER OF TRACKS: Specify the total number of tracks at the existing crossing.

ELEVATED SURFACE PROFILE: The elevated surface profile is the change in height from the top of the nearest rail track to the top of the roadway 30-ft. from the tracks. The measurement should be in inches and the direction in which traffic is flowing should be specified as “N” for North, “S” for South, “E” for East and “W” for West.

PARALLEL ROAD TO TRACKS: Is there an adjacent road running parallel to the track(s)? Mark “Yes” if there is a parallel road, or “No” if there is not.

TRAFFIC SIGNALS WITHIN 50 ft: Are there any traffic signals within 50 feet of crossing? (not the active warning devices at the crossing) Mark “Yes” if there is a traffic signal, or “No” if there is not.

ENTRANCE / EXIT WITHIN 150 ft: Is there a driveway entrance or exit within 150 ft from crossing? Mark “Yes” if there is a driveway entrance or exit, or “No” if there is not.

RAISED MEDIAN PROTECTION: Is there a raised median protection at the crossing? Mark “Yes” if there is a raised median, or “No” if there is not.

CURVATURE OF ROAD OR TRACK: Is the road and/or track curvature sufficient to impair visibility by vehicular traffic? If highway/roadway visibility is hindered mark “Yes”. If curvature does not interfere with visibility mark "No".

H. ATTACHMENTS

Please attach an 8 ½” x 11” location map and two 8” x 10” photographs of the proposed crossing location (one from each approach) showing the entire crossing and pertinent crossing geometrics. Also attach a brief explanation of the community impact including its justification, how it meets transportation planning goals, and impacts especially emergency vehicle usage.

I. DECLARATION

Please complete the declaration with the information requested and sign.

Appendix 6 –Application For GSN-2

**BEFORE THE PUBLIC UTILITIES COMMISSION OF THE STATE OF
CALIFORNIA**

Investigation for the purpose of establishing)
a list for the fiscal years 2002-2003 and)
2003-2004 of existing and proposed crossings)
at grade of city streets, county roads, or state)
highways most urgently in need of separation,)
or projects effecting the elimination of grade)
crossings by removal or relocation of streets)
or railroad tracks, or existing separations in)
need of alteration or reconstruction as)
contemplated by Section 2452 of the Streets)
and Highways Code.)

I.01-07-008
(Filed July 12, 2001)

**Nomination for Alteration or Reconstruction
Of
Existing Grade Separation**

Nomination by _____

Railroad	
Crossing Road/Highway Location	
PUC ID NO.	

This packet contains the GSN-2 Form and instructions. – Please carefully read the instructions before completing the form.

A. Nominating Party

Name	
Address	
City/Zip	
Contact	
Title	
Telephone	()
e-mail address	
Alternate Contact	
Alternate Telephone	

B. Crossing Location and Project Type

FEDERAL ID NO.	
PUC ID NO.	
Street	
Nearest Cross Street	
City	
County	
Railroad	
Project Type	Alteration [] Reconstruction []
Is project part of a consolidation?	Yes [] No []

C. Clearances

Horizontal Width	ft.
Height Clearance	Ft.
Number of Lanes	
Separation Type	Underpass [] Overpass []

D. Speed Reduction or Slow Order

Vehicle Speed Reduction	mph
Railroad Slow Order	mph
Is there a center divider?	Yes [] No []

E. Average Daily Vehicle & Train Volumes

Transportation Mode	COUNT	COUNT DATE
Total Number of Vehicles		
Total Number of Trains		
Freight Trains		
Passenger Trains		
Light Rail Trains		

E. Accident Data

Total Number of Accidents at or Near Structure *	
--	--

* Please provide a copy of the data and source(s) with the original application.

G. Costs and Contributions

Please fill in the following worksheet to determine the total project costs.

Right-of Way allowance.....\$ _____
 Preliminary Engineering.....\$ _____
 Construction Engineering.....\$ _____
Total Engineering \$ _____
 Bridge Construction.....\$ _____
 Railroad Work.....\$ _____
 Highway Approaches & Connections.....\$ _____
 Utility Relocation.....\$ _____
 Contingencies.....\$ _____
 Removing Existing Crossing.....\$ _____
Total Construction Costs\$ _____

TOTAL PROJECT COSTS \$ _____

AMOUNT SOUGHT FROM STATE FUND: \$ _____

Contributions:

City	\$
County	\$
Railroad	\$
Other (specify)	\$

H. Probability of Failure

Specify the date that the structure was built?	
When was structure last evaluated? *	
Has the structure been retrofitted to current standards for seismic	Yes [] No []

safety or other improvements? ** If so, indicate completion date of retrofit work.	
--	--

* Please attach a copy of the evaluation results with recommendations for corrective action(s).

** Please attach a summary of work performed and completion date(s).

I. Attachments

Did you enclose an 8 ½” x 11” location map?	Yes [<input type="checkbox"/>]	No [<input type="checkbox"/>]
Did you enclose two 8”x10” pictures of crossing?	Yes [<input type="checkbox"/>]	No [<input type="checkbox"/>]

J. Declaration

I, _____, declare under penalty of perjury that the information on this form is true and correct to the best of my knowledge. The information has been verified by me or under my supervision and is the most current information available.

Signature: _____ Title: _____ Date: _____

Notes

Introduction: By July 1 of each year, the California Public Utilities Commission (Commission) is required to establish and furnish to the California Transportation Commission a priority list of railroad grade separation projects most urgently in need of separation or elimination. Nominations for alteration or reconstruction of existing separation projects must be submitted on the GSN-2 Form by October 19, 2001, in the Commission's OII. **All nominations** are reviewed and taken into consideration for the development of the Commission's Priority List. Incomplete and late-filed applications will not be processed or included in the Priority List. Please follow the instructions below to complete the application. Should you need assistance with this form please contact Rosa Muñoz at (213) 576-7078.

INSTRUCTIONS:

A. INFORMATION ABOUT THE NOMINATING PARTY:

In the spaces provided, enter name, address, e-mail address and contact person along with contact's title and phone number. In the "Alternate Contact" section, list consultant information if they are processing the nomination.

B. CROSSING LOCATION AND PROJECT TYPE:

Provide the Federal and PUC crossing identification numbers for the existing structure along with the street location, nearest cross street, city, county and the railroad track owner. Please specify if the project is an alteration or reconstruction. If the reconstruction involves the relocation of the existing separation, then enter "NEW" for the Federal and PUC numbers.

C. CLEARANCES:

Provide the information requested about the physical attributes of existing separation. The Horizontal Width should be measured between the edge of roadway/curb to the opposite edge of roadway/curb. For the Height Clearance, measure from the top of rail to bottom of structure, or, measure from the center of the roadway to bottom of structure. Also specify if the structure is an Overpass or Underpass.

D. SPEED REDUCTION AND/OR SLOW ORDER

Quantitatively identify any vehicular speed reduction that may be due to the presence of the

structure. For example, speed over the structure being reduced from 60 mph to 30 mph. Information regarding a railroad slow order may be obtained from the railroad company (see Appendix 4 for list of Railroads).

E. AVERAGE DAILY VEHICLE & TRAIN VOLUMES

Provide an average 24-hour day count of vehicles and trains and enter the date when count was taken. The count should be completed by the filing due date and should not be more than one year old. If a current count is not available, provide the information along with the date of the most current count. Do not estimate the data.

F. ACCIDENT DATA:

Provide a count of the total number of accidents that may be attributed to the presence of the grade separation structure. Include a copy of the data and source(s).

G. COSTS AND CONTRIBUTIONS:

Complete the worksheet to determine the total project costs. Also enter the amount of the total costs expected from the sources on GSN-2 Form. Indicate the amount sought from the state fund either the partial amount needed to fund the project, the maximum state allocation of five million dollars per project, or the amount if applicant is seeking multiple-year funding.

H. PROBABILITY OF FAILURE DATA:

Please specify the date the structure was constructed and the date the structure was last evaluated for probability of failure. Attach a copy of the evaluation with recommendations for corrective action(s) to the original GSN-2 Form. If retrofitting work is in progress or has been completed, attach a summary of work completed and the completion dates. Also specify if other work is being planned for completion prior October 19, 2001.

I. ATTACHMENTS

Please attach a location map and two photographs of the existing structure (one from each approach) showing the entire separation and pertinent crossing geometrics.

J. DECLARATION: Please complete the declaration with the information requested and sign.